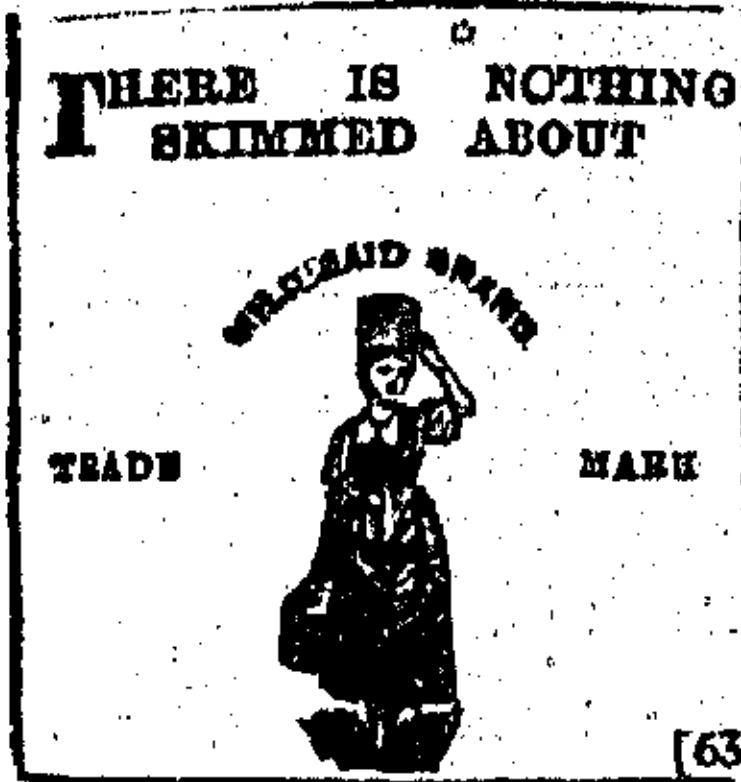


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ESTABLISHED 1857.

No. 17085, 號五十八零千七萬一第 日十三月二十年子壬 HONGKONG, WEDNESDAY, FEBRUARY 5TH, 1913. 三拜禮 號五月二年二國民華中

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Hongkong, 1st September, 1910. [136]

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Hongkong, 1st January, 1913. [146]

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The Daily Press.

HONGKONG, FEBRUARY 5TH, 1913.

Military movements in the neighbourhood of Mongolia are commanding a good deal of public attention in the North. Chinese troops are moving from Kalgan to the chief places on the Mongol border, extending from Kalgan to Alolokor, and a Russian correspondent at Urga has reported that the Chinese have captured Hoshun and Tsun-sunit and arrested two Sunit princes. He also states that the Chinese are fitting out a second expedition which they are dispatching in the direction of Daringang. We further learn that the Urga Mongols have sent two hundred troops to south-east Mongolia, while eight hundred are in the vicinity of Kueihwachang. Their plan of campaign appears to be to harass the Chinese border until the Chinese, naturally retreating and march on Urga. In such an event the Mongols rely upon Russian assistance to see them through. TOKAUCHI, a famous robber-chief, has been appointed generalissimo of the Mongol forces, of which his former followers are now the flower. As they are better than the Mongols, the latter fear his power. The Russian GOVERNOR-GENERAL of the Amur Province has recently had a conference with the Russian railway, military and consular authorities at Harbin and has proceeded to St. Petersburg. These items

In the northern papers are followed by a telegraphic announcement from Harbin that the Chinese Minister at St. Petersburg has resigned, owing to illness, which is presumed to be diplomatic. Dr. E. J. DILLON, the well known writer on foreign affairs, has a very informing article in the current issue of the *English Review* entitled "The Chinese Pale of Settlement," in which he deals fairly exhaustively with the Mongolian Question. He sums up in these terms: "Russia feels bound to hinder at all costs the influx of Chinamen into Mongolia. Mongolia would rather be swallowed up whole by the Tsardom than become a province of the Republic. And for China it is a matter of life and death to keep open for colonisation her vast territories beyond the Wall which are now being systematically closed to her. They are the lungs of the Chinese nation. Is there a statesman who could harmonise these conflicting aims and interests without an appeal to the sword?" We long ago expressed the view which Dr. DILLON now states that before a settlement can be reached the two rival Powers must appeal to the sword and that the only uncertain element in the matter is time. Dr. DILLON very truly remarks that Mongolia asserted her right to stand alone just long enough to enable her to sign away her suddenly revived independence. "From Chinese it has become Russian. From being a magnificent potential colony for the crowded inhabitants of the Celestial Empire, it is transformed into a forbidden region whence Chinamen are more rigorously excluded than from Australia or the Western States of North America. Against this the Republic naturally protests, and will carry her protest to the point of military resistance whenever she can. Russia on her side, insists and plays interests, which seem vital." What are those interests of Russia which seem to Dr. DILLON vital? This article gives no Russian official views on the subject, but quotes two unofficial declarations as representing the views of unofficial Russia. From a book entitled "Some Data about Contemporary Mongolia" by Count BENNINGSEN, a striking page is quoted from which we take the following sentences: "War against China is inevitable. If it be waged in the near future, the theatre will be almost exclusively Manchuria and Eastern Mongolia; that is to say, our troops will not encounter serious resistance anywhere else. To-day we need only a single army in Manchuria and Priamur, in a few years we shall also require one near Lake Baikal. As we shall never become China's friend the sooner we equip ourselves for the tussle the better. Which of the two alternatives is more to our advantage, to consolidate ourselves in the East, to lay out enormous sums on the work and in the end to be forced to begin the contest just when it suits China, or else with a relatively small outlay to demolish that nation when it is to our advantage to do so [and to cripple it for many years to come? This question I leave statesmen to answer. After a successful campaign we could assure our safety by forming two separate States out of Mongolia and Sin Dzian, and deny the Chinese admission by means of various restrictions." J. KUSNETSOFF, the author of "Mongolia and the Mongolian Question," mentions the contention that "it is an absolute necessity, and, indeed the only issue out of the present political conjuncture, to annex to Russia, Mongolia and the northern part of Chinese Turkestan, as far as the Great Desert of Gobi, tracing the frontier along the line of the mountain chain Tian Shan, and further eastwards to the town of Tao-nan-fu." The author fully concurs in that view and expresses the opinion that Russia's politico-strategical task lies entirely in depriving China of every possibility of advancing towards Russia's borders and getting a hold there. As to China's side of the question, we have never before seen it represented that to her it is a matter of life and death to keep open for colonisation her vast territories beyond the Wall. Although the commonly received estimate of China's population is some 400,000,000, every traveller agrees that it is only in the most highly favoured districts, like the fertile valleys of the Yellow River and the Yangtze, that the density of population approximates that of some European countries. There would seem to be abundance of room in China Proper for every son of Han, if the country were properly governed and developed. In our opinion China's opposition to the alienation of Mongolia is inspired by sentimental rather than economic reasons. The permanent separation of Mongolia from the great Republic is a grievous blow to the newly-constituted State. It involves a change in the flag, and the affront is so serious that it can never be forgiven. Hence an appeal to the sword is inevitable, and it would seem from the military movements in the neighbourhood of the frontier that serious trouble will break out at no very distant date.

Mr. G. Friesland lectures at the German Club this evening on "Winter Sports at St. Moritz."

The Tokyo Race Club, at Meguro, has been burnt down. Twenty-two racehorses were destroyed in the fire.

It is semi-officially stated that the Mongolians are negotiating in St. Petersburg for a loan of two million roubles.

His Honour Mr. Justice Gompertz, Puisne Judge, has been appointed acting Chief Justice during the absence on leave of Sir William Rees Davies, K.C.

The body of a child six months old was found in a basket in a street in the western district. The child had apparently been abandoned by its parents.

The usual fair, a feature of the approach of China New Year, is in progress in Chinatown. The stalls do not seem quite so numerous as on former occasions.

An extra train for Shamchun, calling at the Golf Course crossing, Fanling, leaves Kowloon at 10.15 a.m. to-morrow. The announcement which will be found in our advertisement columns includes certain alterations to the evening trains.

The police have been informed that on Monday night three men entered a house at Lyceum occupied by an elderly couple, and after using violence to the inmates secured money and jewellery to the value of \$80. One of the villagers set out to report the matter to the police at Kowloon City, and while passing through Yaumati saw one of the robbers, whom he arrested. The latter was found to be in possession of a quantity of the stolen property.

We take the following from the *Japan Gazette*:—"The many friends of Mrs. Shallard, who was so well-known here formerly as Miss Addie Page, are delighted to see her in Yokohama once more, while regretting that she is to make a short visit. Mrs. Shallard arrived here from Hongkong with her husband and family last Sunday, and intends staying in Kamakura for a fortnight, after which she will spend a few days in town before returning."

Lovers of music should make a note of the Philharmonic Concert on Saturday night next in the Theatre Royal. The Philharmonic Society has departed somewhat from its usual custom in giving a concert version of an opera, but judging by the booking "Merrie England" will be performed to a large house. The music of "Merrie England," whilst it is light and melodious, is at the same time original and classical enough to satisfy the most fastidious taste. The work has been specially scored for this production for band by Mr. Denman Fuller, the conductor of the Society, and the soloists are all well-known amateurs.

A new paper has just started publication in Shanghai in the interests of Socialism named the *Hina Socialists*. It is partly printed in Chinese and partly in Esperanto. The first issue has been got up on a modest scale, but it is stated that the paper hopes in time to extend the scope of its work, especially in the direction of disseminating Socialist literature in Esperanto. There are at present between 40 and 50 students in the Esperanto School in Nanking Road. The paper's policy, we are told, may be summarized in five words:—Socialism, Esperanto, Woman's Emancipation and Labour. This policy the *China Republican* says, coincides in principle with that of the Kuo-Min-Tang, for although the Party has changed in name, its policy remains the same, nearly all its members being ardent Socialists. The majority of its members are recruited from the Tung Meng Hui, whose original aims as formulated by Dr. Sun Yat-sen, who is, as is well-known, an enthusiastic Socialist, were the overthrow of the Manchu Dynasty, the establishment of a Republic and the introduction of Socialism.

HONGKONG HOTEL.

The profit of the Hongkong Hotel Company, Limited, for the half year ending 31st December, 1912, amounts to \$89,618, which, subject to audit, the Board of Directors propose to apportion as follows:—
To pay a dividend of \$3.00 on 12,000 old shares 36,000
To pay a dividend of \$1.50 on 8,000 new shares 12,000
To write off Furniture and Fixtures account 15,000
To write off Electric Light Installation account 10,000
To transfer to Repairs and Renewals account 10,000
To write off Hotel Launch account 1,000
Carry Forward 1,618
\$85,618

HONGKONG GYMKHANA CLUB.

The annual general meeting of The Hongkong Gymkhana Club was held on Monday evening at the rooms of The Hongkong Jockey Club, Mr. H. P. White presiding.

The accounts for the season 1912 were passed unanimously, the Chairman remarking that the meeting of the Club appeared to be becoming even more and more popular each of the last five seasons, showing a considerable increase in patronage over the previous ones.

Draft rules were laid on the table, discussed and approved.

The remaining members of last season's committee, namely, Messrs. White, Gedge, Brutton and the Hon. C. H. Ross, were re-elected and it was unanimously decided that the Honorary Secretary should ask Captain Dickinson, D.C.L.I. to fill the vacancy occurring through the departure from the Colony of Captain Agg, K.O.Y.L.I.

Mr. R. F. C. Master was re-elected Honorary Secretary and Treasurer and votes of thanks to him and Mr. Blason who kindly audited the accounts were unanimously passed.

This concluded the business.

THE MAGISTRACY.

Sixteen men were charged by Inspector Dymond with playing fantan. The first man was fined \$50 for being the keeper, one man, who failed to appear, had his bail of \$5 estreated, and the remainder were fined \$3 each.

Two coolies were brought before Mr. C. D. Melbourne yesterday charged with stealing type from the *Hongkong Daily Press*. One, a press coolie, was convicted, and sentenced to three weeks' hard labour, the other being discharged.

It was stated at the Magistracy yesterday that fights at street fountains were not so numerous now as they used to be, one explanation being that there are more fountains now than formerly. One Chinese who was convicted by Mr. Hazeland yesterday of assaulting an elderly man by hitting him over the head with a bamboo in the course of a quarrel while waiting to draw water was ordered to pay a fine of \$7 or go to prison for 14 days.

A Greek named Christodoulos was charged before Mr. Hazeland yesterday with unlawfully removing tobacco, cigarettes, papers, labels and manufactured cigarettes and refusing to return them to P. Soffetti, the owner. Mr. P. Goldring, who appeared for the prosecutor, suggested that the case should be adjourned, and added that he wished to see his Worship in chambers with a view to a settlement. The case was remanded for a week, bail being fixed at \$1,000.

THE ALLAN WILKIE COMPANY.

"THE CARDINAL."
The Allan Wilkie Company on their return from Manila opened another short season at the Theatre Royal last night, when they played Mr. Louis Parker's very striking costume play "The Cardinal." The play is indeed one of the most enthralling in the Company's repertoire and it is as much a matter for surprise as for regret that so notable a drama did not attract a larger house. The Company has had many opportunities for proving its ability to present successfully the most difficult of plays, and their performance of "The Cardinal" deserved the highest praise. Mr. Wilkie and Miss Hunter-Watts had, as usual, the leading parts.
To-night the Company play "Trilby."

REVENUES OF RAILWAYS IN CHINA.

The *National Herald* reports the revenue of the railways in China in 1912. The following is the approximate list:—
Peking-Mukden \$13,000,000
Peking-Hankow 12,400,000
Peking-Kalgan 2,800,000
Tientsin-Pukow 4,000,000
Shanghai-Nanking 2,600,000
Homan 700,000
Canton-Kowloon 600,000
Cheongling-Taiyuan 2,400,000
Taoshing 500,000
Kirin-Changchun 300,000
Chunghow-Pinghsiang 270,000

With the single exception of the Chuchow-Pinghsiang Railway the revenue in every case exceeded the average for the last three years.

CHINA'S STANDING ARMY.

The Ministry of War has decided that the strength of China's standing army is to be forty-six Army Corps (or full divisions) and ten sub-divisions, to be distributed as follows:—Six Army Corps in Chihli, four in Fengtien, two each in Kirin, Heilungkiang, Shantung, Shanai, Honan, Szechuan and Shanai, three each in Hupai and Kiangsu, one Army Corps and one Sub-Division each in Anhui, Chékang, Fukien, Hunan, Kiangsi and Singkiang, and two Army Corps and one Sub-Division each in Kuangtung, Yunnan, Kansu and Kuangsi. If this arrangement is passed by the Advisory Council, it will be immediately carried out.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE CHINA LOAN.

LONDON, February 4th.

Reuter's correspondent at Peking telegraphs that the loan agreement with the Six Power Group has been cabled out. It provides for the payment of interest at 4½ per cent. The re-organisation has been completed, and the agreement was to be signed on Tuesday. The gold loan will amount to \$25,000,000. The Group advances \$2,000,000 immediately, after which it intends to issue bonds at an early date, but if the markets be unfavourable, the Group will advance a further \$2,000,000 in February and \$3,000,000 in March. The price of the loan will be six per cent. below the nominal value of the bonds, which will be issued in London at not less than \$96½ and in Paris at not less than \$97½.

THE FRENCH MOTOR BANDITS.

LONDON, February 4th.

The trial of the motor bandits has opened at Paris, the Court being thronged. There were 304 witnesses, the indictment extended to 100 pages, and the exhibits in the case constituted a perfect armoury.

CANADA AND PREFERENCE.

LONDON, February 4th.

Reuter's correspondent at Ottawa telegraphs that it is announced that the preference to British goods will be extended to the products of the remaining colonies and dependencies which have not enjoyed this preference up to the present, including the Malay States.

NEW AMERICAN INCOME TAX.

LONDON, February 4th.

The legislatures of three-fourths of the States of the United States, the minimum required to amend the Constitution, has now approved of the proposed federal tax on incomes above \$5,000. It is expected to produce 100 million dollars.

MONOPLANE ACCIDENTS.

LONDON, February 4th.

A Departmental Committee appointed last month to inquire into the causes of six aeroplane accidents has reported that they were not due to causes peculiar to monoplanes and that they saw no reason therefore to recommend their prohibition.

AUSTRIA AND RUSSIA.

LONDON, February 4th.

Prince Hohenlohe, the chamberlain of the Emperor of Austria, has left Vienna for St. Petersburg bearing an autograph letter from the Emperor to the Tsar, which is understood to reflect the friendly relations between the two Courts.

BRITISH STEAMER STRANDED.

LONDON, February 4th.

The British steamer *Haddon Hall*, belonging to the Hall Company, Limited, of Liverpool, while on the voyage from Liverpool to the Cape of Good Hope, went ashore at Saldhana Bay, where she lies in an exposed position. Three natives were drowned, but it is reported that the crew are safe.

GOVERNOR'S MATRIMONIAL TROUBLES.

LONDON, February 4th.

The Divorce Court has granted Sir W. H. Manning, the new Governor of Jamaica and formerly Governor of Nyassaland, divorce, subject to certain formalities, on the ground of his wife having eloped with the aide-de-camp, Captain Evan Llewellyn. The case was undefended.

THE LIBERAL LAND PROGRAMME.

LONDON, February 4th.

The *Daily News* forecasts the Liberal land programme as follows:—Statutory minimum wage for agricultural labourers of 21 per week, powers to secure land for cottages and allotments, land courts, and urban rating reform.

DEATH OF KING MENELIK.

LONDON, February 4th.

The *African World* at Adisababa announces that King Menelik is dead, and that his successor Lidjulesu entered the capital on Sunday amid great pomp. [King Menelik, whose death has been reported several times, became King of Abyssinia in 1889. He was born in 1842.]

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

PEACE PROSPECTS.

In order to rid itself of the responsibility for the renewal of fighting, the Porte has ordered the Turkish delegates to remain in London till hostilities have been resumed. The Turkish troops will wait for the enemy to fire first.

The Berlin *Tageblatt* states that Germany has advised Bulgaria to show a conciliatory spirit and to continue the negotiations on the basis of Turkey's reply to the Powers. Britain and France have informed Germany that they will give Turkey no pecuniary assistance till peace is concluded. Germany has replied that she will follow the same course. France has intimated to the Allies that it would be advisable for their delegates to remain in London and continue negotiations even if hostilities be resumed, as was done in the Turco-Italian war.

It is reported that official quarters in Constantinople have not abandoned hope that hostilities will be prevented. It is understood that the British and German Ministers have addressed urgent representations to Sofia, the outcome of which is eagerly awaited in the Turkish capital. Meanwhile the Government are not neglecting to take precautions to meet all eventualities.

Bulgaria is willing to agree to the appointment of a representative of the Caliph at Adrianople after the cession of the town.

HOSTILITIES RESUMED.

Reuter's correspondent at Constantinople wires that hostilities have been resumed with the bombardment of Adrianople and an insignificant skirmish at Chatalja, both beginning punctually at seven o'clock on Monday evening.

ROUMANIA AND BULGARIA.

A message from Bucharest states that the Bulgarian offer embodied in the protocol of the 29th January is for a straight frontier from Silistria, excluding the town, which remains Bulgarian, to Salkhik. It is not expected that Roumania will accept this offer.

MARRIAGE OF THE CHIEF JUSTICE.

The marriage of His Honour Sir William Rees Davies, Chief Justice, to Hilda Kathleen Chaplin, second daughter of the late W. E. Blennerhassett Atthill, Esq., of Faversham, Kent, was solemnised yesterday morning at the Peak Church, by the Rev. G. B. Berry, M.A., of Emmanuel Church, Plymouth.

His Excellency the Governor and Lady May were present at the ceremony, and His Excellency gave the bride away. Captain Cayley, R.N., H.M.S. *Minotaur*, attended the Chief Justice as "best man," and he was supported by his Honour Mr. Justice Gompertz, the Attorney-General (Hon. Mr. J. A. Bucknill) and Mr. C. D. Melbourne.

It is interesting to learn that the officiating clergyman, the Rev. G. B. Berry, is a distinguished graduate of Trinity Hall, Cambridge, which is also the College where the Chief Justice graduated.

Sir William and Lady Rees Davies left immediately after the wedding by str. *Goeben* for a fortnight's stay in the Philippine Islands.

THE MARRIAGE OF SIR ALEXANDER HOSIE.

At the Vineyard Congregational Church, Richmond, on the 2nd ult. Miss Dorothea Southill, only daughter of the Rev. W. E. Southill, M.A., and Mrs. Southill, of Lancaster Lodge, Queen's-road, Richmond Hill, was married to Sir Alexander Hosie, late of H.B.M.'s Consular Service in China. The bride is of the Newnham College (Cambridge) and Bedford College for Women, London, and was born in China, went through the revolution in Peking, and is greatly interested in Chinese questions, whilst her father is an ex-president of the Imperial Shansi University, and president-elect of the united universities proposed Central China University, of which Lord Wm. G. Cecil is one of the principal promoters. The wedding was quiet, only the members of the family being invited, and the bridegroom's son, Mr. Alexander L. Hosie, the well-known athlete, of Magdalen College, Oxford, was the best man. The service was conducted by the Rev. A. Johnstone, pastor, who was assisted by the Rev. Alfred Southill, B.A., a member of Ashville College, Harrogate, and uncle of the bride. There was only one bridesmaid, Miss Ellen Stott, also of Newnham and Bedford College. A reception was subsequently held at Lancaster Lodge, and later the bride and bridegroom left for their honeymoon in Kent.

THE AFFAIRS OF CHINA.

In a telegram published on New Year's Day, our Peking Correspondent described the Chinese Government as "dangerously invertebrate." We fear the statement is in some respects accurate enough; and yet we cannot fail to be impressed by the persistence with which so "dangerously invertebrate" a Government continues to maintain its position. There are few signs that the authority of the Peking Administration is gaining more obedient recognition in the provinces. The south is in a lawless state, and bands of pirates turned "soldiers" are terrorizing the country-side. Yet trade continues in abundant measure, the revenue and Customs are unexpectedly large, and the central authorities are still receiving substantial funds. The truth seems to be that the instinct for trade in China is stronger than any adverse internal conditions. Given bumper crops, the people will buy and the merchants will somehow supply their wants. China is a vast organism which does not continuously require a heart. Four hundred millions of people within her borders have to live and be fed. They constitute a political entity which is practically indestructible. They will even accept an alien domination, like that of the Manchus, if there are still able to go about their daily business, still able to see about their daily business, still able to see about their daily business.

will certainly be no toleration of any further violation of British treaty rights. When a British force marched to Lhasa, there was no intention on our part to pave the way for Chinese sovereignty, which has never been exercised over Tibet. The admission of Chinese sovereignty would nullify the Lhasa Treaty, a document which postulated the continuance of an autonomous Tibetan Government. The trouble with an Administration which is "dangerously invertebrate" is that it always tries to simulate strength somewhere. In selecting Tibet as the most suitable area in which to display a pretence of strength, the Chinese Government is making a grievous mistake. If it is making a grievous mistake, it is counting upon the known dislike of further intervention in Tibet, which has always been manifest and perhaps rightly manifest—in certain official quarters in London, it will probably be undiscovered. We again urge that the best way of terminating for ever Chinese attempts to assert sovereignty over Tibet is to send a British representative to Lhasa. Such a step implies no "forward movement," but Great Britain is placed upon our right to maintain independent relations with the Tibetan Government, while at the same time all communications are sent to Lhasa by the circuitous route of Peking.—The Times.

"REBELLIOUS GENERALS" FROM KWANGTUNG.

It is reported in Northern papers that the various political parties of Kwangtung have wired to the Chinese Government saying that they have been informed that Wang Ho-chien and Wang Shi-lung, two rebellious Generals of Kwangtung, have arrived at Peking and it is reported that the Government proposes to offer them official positions. Wang Ho-chien had, during last Spring, cruelly devastated Kwangtung with his rebellious troops and Wang Shi-lung had attempted to engender a counter-revolution, besides inciting the bad characters of Kwangtung to create disturbances. Since their escape from Kwangtung, the Kwangtung officials have failed to effect their arrest. Now, having failed to effect their arrest, the Government should immediately arrest them and send them back to Kwangtung to be dealt with in accordance with law.

TRANSPORTATION DIFFICULTIES IN MANCHURIA.

QUESTION OF EXEMPTION CERTIFICATES.

Responsible foreigners, connected with three of the largest and most influential importing firms, inform Reuters' correspondent at Mukden that unusual and unaccountable difficulties have lately arisen in many widely separated towns in Manchuria regarding the passing of goods under exemption certificates, which under law have been respected. The idea hitherto has been that the local authorities concerned wishing to secure every possible available augmentation to their administration funds. Inquiries made by Reuters' representative confirm that some trouble exists, but he learns that semi-officially that there is no organized movement against the delay in passing goods in some cases to attempts on the part of Chinese employees of the importing firms to pass other goods, which are not exempt, with the exempted merchandise.

MISSIONS IN CHINA.

The Bishop of Western China, in an address given at the monthly general meeting of the Society for Promoting Christian Knowledge, London, last month, expressed his great gratitude to the society for the help given towards building the Pro-Cathedral and also the Theological College at Pao-ning. At the latter a large number of Chinese were being trained, both for Holy Orders and as laymen, and there were now working in his diocese three Chinese laymen and a large number of laymen, all of whom had been trained at the institution. The Bishop also spoke of great openings there were for educating boys and girls, particularly the latter, for whom he was endeavouring to provide proper schools.

Grants were voted amounting to more than £1,125, including £450 for the Archbishop of Canterbury's Mission to the Assam Christians.

TRAVELLING VIA SIBERIA.

Travellers via Siberia, who are doing the journey for the first time, are thankful for practical advice, as the journey may be made very unpleasant by ignorance of many minor matters, a knowledge of which would ensure comfort.

As regards baggage, it is desirable to have as little as possible. Trunks are a nuisance. They are inconsiderable. They have to be removed to the Customs for examination at the frontier, and in the changing of trains are apt to be left behind. Suitcases, kit bags, or Japanese koris are the best. Of the latter the largest size are too large for the racks.

Ladies should have a dust cloak. Take towels and some toilet soap. The towels supplied are the size of pocket handkerchiefs and scarce at that. A safety razor is desirable for gentlemen, as the others are pitted at some risk on a jolly bit of road.

Three meals a day in the dining car are expensive and unnecessary, so any who care to economise may do so by taking some stores to eat and a small camp outfit. Thus they can picnic easily twice a day in the dining car. To do this the following are necessary:—

Small spirit stove, small kettle, teapot, knives, forks, spoons, plate, cups, small enamel wash basin. Supply of spirit, disinfectant and dusters. Supply of spirit, milk, butter, tea, coffee essence, cheese, biscuits, etc., etc. Small tins of stores are much more convenient than the larger sizes.

THE SEARCH FOR THE "YINGCHOW."

The following is taken from the Manila Cablenews of Saturday last:—The steamship *Yingchow* with 150 passengers and a crew of 67 is drifting helplessly somewhere along the west coast of Luzon at the mercy of a gale reported to be blowing outside while the coastguard cutters *Mindanao* and *Corregidor*, the steamship *Tea*, and possibly a United States cruiser are scouring the seas under forced draft in search of her.

The *Yingchow* sailed from Manila for Amoy on Tuesday (January 28th), and when well up the coast her propeller shaft broke. While drifting back helplessly about 30 miles off the Bolinao light, a boat in command of G. P. Macdonald, second officer of the vessel, was launched and he succeeded in making Piedra Point Wednesday afternoon and immediately telegraphed the information of the accident to the local agents, Messrs. Smith, Bell & Company, requesting that help be sent.

The coastguard cutter *Mindanao* was dispatched Wednesday night and no trouble was anticipated. Both vessels being expected in port yesterday. But the *Mindanao* stating that the *Yingchow* had not been found, but that the search would be continued. It was only upon receipt of this message that any alarm was felt for the safety of the vessel.

When the steamship *Tea* arriving from Hongkong yesterday morning and Capt. Osterbridge, in command of the vessel, reported a terrific gale outside great anxiety was felt for the *Yingchow's* safety, for with a heavy north-east swell coming around northern Luzon the vessel stood in danger of being driven on Scarborough shoals. Assistance was requested of the port officials and the cutter *Corregidor*, then at Aparri, was ordered to proceed in search and later in the afternoon the steamship *Tea* was sent out on the same mission. Colonel H. B. McCoy, Insular Collector of Customs, also requested, through the Governor-General, that a cruiser be sent out in search of the steamer.

It was believed yesterday afternoon the *Yingchow* would be somewhere between Bolinao point and Scarborough shoals, but with a heavy gale blowing and the vessel practically helpless, except for the slight assistance of small steamboats fore and aft, which may not render any assistance at all in heavy weather, she may be many miles out at sea, if she escaped the shoals.

The *Yingchow* belongs to the China Navigation Company, Limited, and is commanded by Capt. McIntosh. She carried five white officers besides the Capt.: John R. Shearer, first officer; G. P. Macdonald, second officer; John Smith, chief engineer; P. M. Marshall, second engineer; and G. Collins, third engineer and a Chinese crew of 61.

(The *Yingchow* has since been brought safely to Manila.—En.)

THE NEW PORTUGUESE CABINET.

A Democrat Cabinet was definitely formed, on the 9th ult., the portfolios being distributed as follows:—

Finance Senhor Alfonso Costa.
Interior Senhor Rodrigo Rodrigues.
Justice Senhor Alvaro de Castro.
War Major Pereira Bastos.
Marine Senhor Freitas Ribeiro.
Foreign Affairs Senhor Antonio Macieira.
Public Works Senhor Antonio Maria da Silva.

Colonies Senhor Almeida Ribeiro.
Of the above Ministers Senhor Costa was Minister of Justice in the Provisional Government; Senhor Macieira has been Minister of Justice, and Senhor Freitas Ribeiro Minister for the Colonies.

Dr. Alfonso Costa, the Premier, appeared in Parliament on the 10th ult. in a speech members of the Government's programme he outlined the Government would maintain all the laws already passed, including that of separation of Church and State. But this law, he said, could be discussed as soon as Parliament desired. He promised to present Bills with the object of developing trade, agriculture, and industry. The Budget having to be presented on January 15, that prepared by the last Government would be adopted, but Dr. Costa stated that the next Budget would show great reductions. The Prime Minister said that in international relations the new Government would continue the policy of friendship with all foreign countries, based on the Portuguese alliance with Great Britain.

The leaders of the Unionists and Independent announced that they would support the Government. Dr. Almeida, the leader of the Evolutionists, stated his party were in frank opposition to the Government, but would be always loyal and patriotic.

Although the country appreciates Dr. Costa's intellectual powers and intelligence, the majority fear that his anti-religious and Socialistic policy will lead the country into more serious difficulties, both at home and abroad.

THE WIRELESS STATION FOR WOOSUNG.

Negotiations, the N.C. Daily News understands, are in progress between the Chinese Telegraph Administration and the Huangpu Telegraph Board for the acquisition of a piece of ground at Woosung for the wireless station which it has been decided to erect there. It is now some time since the decision was taken to have such a station at Woosung, and the contract for the plant which will be much more powerful than that at present in Shanghai, has been allocated. What is now required is a piece of raised land on which to place the station, and it is anticipated that within a short time the negotiations will be brought to a conclusion and the work started. The wireless telegraph apparatus which it is proposed to install will have a working radius of some 1,200 miles during day time, and considerably more at night.

THE SHIPPING TRADE.

LONDON CHAMBER OF COMMERCE JOURNAL.

(BY SPECIAL CORRESPONDENT.)

The year 1912 began with a bright outlook for the shipping trade, and had it not been for a number of disastrous strikes this promise would have been more than fulfilled. Even as it is, the results in our maritime business in general must be considered to have been exceedingly satisfactory, for freights have remained high, and, in spite of dearer coal, wages and insurance, the profits of shipowners, taking it all in all, may be considered to have reached a record. In the American market, in the course of two years, freights have improved a hundred per cent., the rate from Calcutta, jute basis, in the same period went up from 20s. to 35s. The demand for tonnage from the Plate has been large and big profits have been realized, whilst the Black Sea trade, which has been disorganized owing to European wars and the holding up of the large number of steamers through the closing of the Dardanelles, has been fortunate for the shipping trade generally, owing to the withdrawal of a great amount of tonnage from the market. Undoubtedly the great event of the year was the loss of the magnificent 45,000 ton White Star liner *Titanic*, with many hundreds of passengers, through striking an iceberg in the Atlantic, the accident drawing attention to the unreasonable demand for speed at any price by the travelling public and the impossibility of avoiding disasters at sea so long as such unnecessary risks are taken. An event of some moment to the shipping trade was the recent sudden death of Lord Furness, the most prominent personality in the sea-carrying trade. The great coal strike, which for many weeks produced a state of industrial stagnation in this country, and ended in the establishment of a statutory minimum wage for miners, had a very grave effect both on the shipping and building industries, more especially with regard to the price of fuel and its export shipment, America and Germany benefitting much thereat, whilst the outbreak of the war between Turkey and Italy, followed by the closing of the Dardanelles, have likewise exercised a disturbing influence on the shipping business. Dock strikes in recent times lasted longer or were more exacerbated in their nature than that in the Port of London, which commenced in May and which led to enormous losses to the port as well as to the shipping trade in general. The ports of London and Liverpool divide between them half the total trade of the Kingdom, so that the labour troubles of these places must naturally affect the sea-carrying business very intimately. A feature of the year has been the continued growth in the use of internal combustion engines, especially as auxiliaries for sailing ships, quite a new lease of life having been given to these craft by the introduction of the motor, whilst the progress of the Diesel motor of engine as the source of power for the propulsion of fairly large steamers has been simply phenomenal. No less than 11 million tons of new merchant tonnage were under construction in British yards at the beginning of the year, and this record has been maintained during the twelve months, though the output at present is not so satisfactory, owing to labour bickerings and an apparent feeling of restlessness on the part of the men. There is no limit to the size of steamers, and the *Titanic* was lost Messrs. Harland & Wolff had in hand a vessel of about 50,000 tons for the same owners, the *Imperator*, now being constructed for the Hamburg-Amerika Line, and even less than that of the *Aguila*, the new record-sized ship of the Cunard Company. Many great shipping amalgamations have taken place during the past year, notably that of the Owen Phillips, the head of the Elder Dempster Company, the sum of five millions sterling being mentioned as price; developments of a kind nature being the acquisition of the substantial interest in Houlder Brothers (Furness, Withy & Co.) the opening out of Messrs. Harland & Wolff, the great shipbuilders of Belfast, both in the Clyde shipbuilders of Belfast, the purchase by the and the Messrs. Company of Messrs. Apar British India, the purchase by the and the union of the New Zealand Shipping Company and the Federation, with the purchase by the combination of Houlder Brothers, Australian business. Other developments worthy of mention are the recent magnificent addition to the Pacific fleet of the Canadian Pacific Railway Company; the determination of the White Star Line to put vessels of 18,000 tons in the Argentine business, big extension by the Houlder Line; the particularly of the Immingham Dock, the opening of the shipping enclosure on the East coast; the establishment of a new State-aided shipping venture between the Cape and the West Indies; with the prospect of an early termination of the rebate controversy; and the beginning of the great £14,000,000 scheme of the Port of London Authority for bringing the docks of the Thames up to date.

Amongst the points in which the State has been brought into contact with the shipping business during the past year the appointment of several important appointments may be noticed, such as that of the use of oil fuel for the Navy, as well as the body which with reference to the number and distribution of boats on board passenger ships, and the committee which is now considering the question of "derecognition" of an International Congress has sat on the subject of wireless telegraphy. Whilst it has also been announced that the Admiralty are being taken to establish an international load line, these efforts all being in the direction of the world as a whole shipping trade of the "national" basis. Mr. Asquith has recently declared that the Government is closely considering the question of a declaration by Mr. Lloyd George that he was prepared to give a subsidy of £10 for each boy educated in a training ship for the mercantile marine, also indicates a desire to grapple with the problems affecting the business of the sea. This tendency, however, in the opinion of shipowners may go too far, and a united front has been made against the suggestion that in consequence of the *Titanic*

disaster the design, building and equipment of vessels should in future be left in the hands of the Board of Trade instead of leaving all such matters to the initiative of the individuals responsible. Some agitation has recently arisen in labour circles against the revised free-board tables which have of late years permitted many vessels to carry considerably more than under the old rules, but as the technical Advisory Committee which suggested the alterations was practically the same in both cases, and there has manifestly of late years been a great improvement in the construction of the hulls of ships, there seems very little in the complaint, although the whole matter. A Pilotage Bill is now on its way through Parliament radically changing the system by which each locality dealt exclusively with its own pilotage arrangements, substituting one general law for the local deputations, and constituting the Board of Trade as a Court of Appeal, while for pilots, shipowners or pilotage authorities, in matter of dispute. It is symptomatic of the present happy state of the freight market that shipowners have just given their seamen and officers a rise in wages without being asked, whilst further evidence of the solicitude of the shipowner for his employees is afforded in the carrying through Parliament, mainly owing to the efforts of Mr. Robert Holt, a shipowner, of the Seamen's Allotment Act, with a practical measure with the payment of advances to the relatives of sailors, in the existing law. Shipowners generally are looking forward with the greatest interest to the promised opening of the Panama Canal, though their pleasant anticipations of increased trade therefrom have been somewhat damaged by the threatened preferential rates which the United States evidently desire to give to their own shipping. Another reduction of Suez Canal dues will take place on January 1st, and in view of this and other signs of the times in the United States would be well advised not to make the great waterway unpopular with its best customers right from the beginning.

A GREAT SCIENTIST AND HIS THEORY.

Professor A. W. Bickerton, whose new theory of the universe is daily winning fuller acceptance among scientists the world over, celebrated his seventy-first birthday on the 8th ult.

Born at Alton, in Hampshire, on January 7, 1842, he entered the Bridge and Water Carriage Works of the Bristol and Exeter Railway. Science soon attracted him, and in 1867 he won a Royal Exhibition at the Royal School of Mines.

During his studies there and at the Royal College of Chemistry he spent his evenings in organizing evening technical classes in London, and it was from these classes that the great scheme of technical education among the London working classes arose.

While carrying on these classes with an enormous success, securing more than a thousand students, Mr. Bickerton was pursuing a phenomenal career in the Royal School of Mines, in his first year taking full marks in four subjects, and finally he accepted the Professorship of Chemistry in Canterbury College, Christchurch, New Zealand, and took up his duties in 1874.

THE PROFESSOR'S THEORY. It was the appearance, in 1877, of a new star, Nova Cygni, that led to Professor Bickerton's great generalization, and his formulation of the theory that by the mutual impact of two celestial bodies a third is formed which are torn off. The colliding parts become a pair of variable stars, the third body is the new star. This, through the terrific energy of the impact, is so hot that it explodes, and if of small volume, is dissipated into space, if of considerable size it becomes a planetary nebula.

This theory of Professor Bickerton is in direct opposition to the theory propounded by Lord Kelvin of the "dissipation of energy" resulting in the decay and death of the universe.

The new theory gives us a universe, a cosmic system, that is immortal, that contains within itself the undying power of reconstruction. Lord Kelvin himself welcomed Professor Bickerton's theory as explaining what he himself could not explain, and was willing to agree that it involved, and was willing to agree that it involved, the doctrine of the dissipation of energy.

SUFFERED FOR HIS BELIEF. Like all pioneers, Professor Bickerton has suffered for his belief. In 1902 he was faced with the alternative of giving up his theory or his chair. He resigned his professorship. But in 1910 he had his revenge. The scientific world recognised the value of his work. At the instance of Earl Dudley, the Governor-General of New Zealand, a fund was started; the strongest support was given by the Board of the very University that had forced their Professor to resign, and the New Zealand Government doubled the fund.

In this way Professor Bickerton was able to come to England to submit his theory to the scientific bodies interested. Although to-day one year more than three score and ten, Professor Bickerton is more like an energetic man of fifty. It is his great hope to see, before he dies, his system explained and taught in the universities, for he has invented new methods of calculation and exposition, and it is important that he should have the opportunity of teaching these. It has already been said that his theories, accepted thirty years ago, would have anticipated most of the important astronomical discoveries that have graced the past decade.

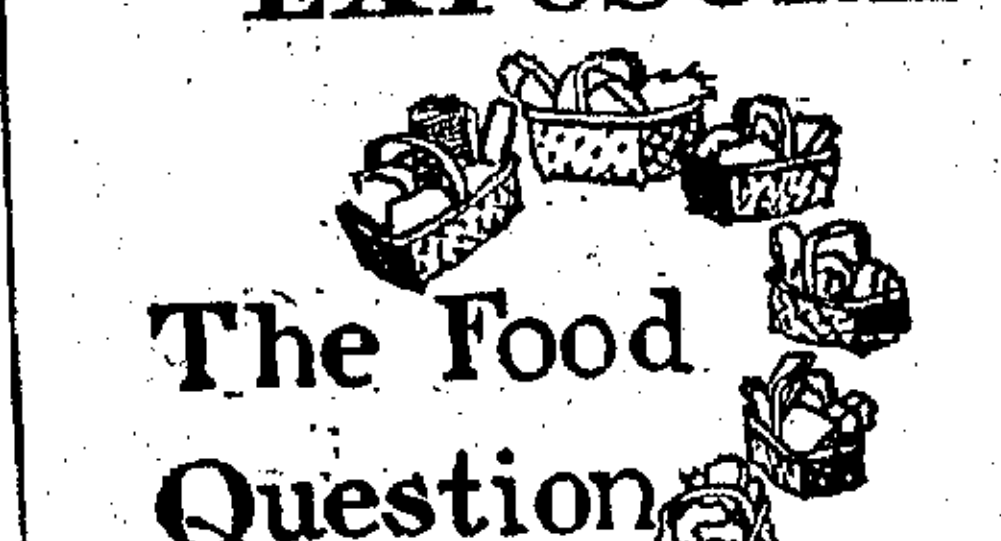
THE MING PRETENDER.

CHAMPION OF OPIUM AND INDEPENDENCE.

According to an official telegram no action has yet been taken regarding the rooting up of poppy in the Hsinghua district of Fukien Province, where poppy is flowering.

The Ming Pretender, who is in command of 1,600 soldiers is protecting the crops. He receives one dollar a month as a subsidy, and, consequently, he is able to pay his soldiers well, while the Government troops complain of not being paid. The rebel soldiers are reported to be now marching in the direction of Pinghai.

OVERWORK, FATIGUE, EXPOSURE.



The Food Question.

All disappear or are alleviated by the gentle stimulus of a glass of PEMRTIN'S CLUB SHERRY. The delicious aroma, together with its inviting comfort, drives away weariness and cheers on to further efforts.

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FINE DIAMOND JEWELLERY.

A SPECIALITY. ENGLISH, AMERICAN AND SWISS GOLD AND SILVER WATCHES. GOLD AND SILVER BRACELET WATCHES. ENGLISH MOUNTED CHINESE JADE JEWELLERY.

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SILVERWARE, CUTLERY and PRINCES PLATE.

OUR STUDY OF THE EYE.

and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

CLARK & CO. OPTICIAN. 108, BALDWIN, CHATER RD. HONGKONG.

THE GRAVITY OF SORE THROAT.

Although sore throat seems so simple in itself, it may lead to such serious consequences that it should never be neglected, but should always be treated promptly.

When this is done, there is every chance that any infectious disease, such as scarlet fever, diphtheria, measles, mumps, etc., all of which begin with sore throat, will be effectually prevented. If however, the sore throat is neglected, the disease will have time to establish itself in the system, and be much more difficult to cure.

THE CAUSE OF SORE THROAT.

Both ordinary sore throat, and the grave diseases of which it is a symptom are due to germs. These germs are minute atoms of plant life, which float in the air. As we inhale them, they lodge at the back of the throat, where they multiply with great rapidity.

If they are destroyed immediately, no harm follows from inhaling them. If, however, they are allowed to go on multiplying undisturbed, they produce certain "toxins," or poisons. These get into the blood stream, and thus cause the disease.

It is obvious, therefore, that the proper treatment of sore throat is to destroy the germs in the throat. There is only one effectual means of doing this. This is by the use of Wullfing's Formant Tablets which kill the germs where they are, thus curing the sore throat and also preventing the infectious disease of which it may be a warning symptom.

No drug taken into the stomach can do this. The germs can only be killed by the germ destroyer being brought into direct contact with them.

THE CURE SORE THROAT.

A practical instance of the value of Wullfing's Formant in curing sore throat is the following, selected from many cases which have been recorded in the medical press.—A well-known physician states in *The General Practitioner*, that he had a case where two people—a mother and child—had been living in the same room with a child who died with diphtheria. They got sore throat, which showed that they were sickening for the same disease. Wullfing's Formant Tablets were prescribed; their sore throat was cured in three days, and both escaped infection.

"Since adopting Formant as a preventive," he adds, "I have had seven cases of diphtheria reported. There were many contacts in connection with these cases, who were all given Wullfing's Formant for use daily, and not a single case has occurred among them."

Careful note must be made of the fact that, while Wullfing's Formant is a cure of sore throat, it is only offered as a preventive of diphtheria.

A Medical Officer of Health writes, in *The Practitioner*: "I have never had sore throat myself since I began to use Wullfing's Formant, although I suffered periodically before."

These two statements suffice to show what the medical profession thinks of Formant. The fact that Formant is constantly used by such men as the Rt. Hon. Arthur J. Balfour, M.P., the Rt. Hon. Viscount Massereene and Ferrard, the Rt. Hon. the Earl of Kilmoree, etc., and by distinguished clergymen—like the Bishop of Bath and Wells and the Bishop of Dover, and numerous other celebrities—is proof that it has established its usefulness and efficiency among the most famous people of the day.

TRY FORMANT TO-DAY.

Everyone who realises the danger of neglecting sore throat will make a point of keeping Wullfing's Formant always at hand. It is sold in all chemists in bottles of fifty tablets; but care should be taken to ask for and accept nothing but Wullfing's Formant, as its success has led to the production of many worthless imitations.

Write to Messrs. A. WULLFING & Co., 6, Kiukiang Road, Shanghai, who will be pleased to send, free of charge, to anyone mentioning this paper, an interesting booklet dealing with sore throat, and written by a London physician.

[105-114]

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Vancouver, B.C., on the 31st January, at 6 p.m.

The Danish str. *Trenquhar* left Labuan on the 1st February, and may be expected here on or about 7th February.

The I.G.M. str. *Derfflinger*, carrying the German mails with dates from Berlin of the 8th January, left Singapore on the 2nd February, at noon, and may be expected here on or about 7th February, at daylight.

The P. & O. str. *Namor* left Singapore for this port on the 3rd February, at 6 p.m., and is due here on the 9th February, at about 6 a.m.

The R.V.F. str. *Kastarna* left Singapore on the 3rd February, p.m., and is expected to arrive in Hongkong on the 9th February.

PASSED THE CANAL.

2 January 14th—*Australien*, *Derfflinger*, *Liberia*, *Ping Suay*, *Pram*, *Suevia*, *Africa*. 17th—*Andalusien*, *Austria*, *Erroll*, *Luton*, *Manchester Castle*, *Silesia*, *Erroll*, *Maru*, *Yangtze*, *Paul*, *Leat*. 21st—*Keenun*, *Miyasaki Maru*, *Myrmidon*, *Stentor*, *Atrous*, *Ecdesia*, 24th—*Caladonia*, *Algonquin*, *Perseus*, *Sicilia*, *Glenfarg*, *Nankin*. 28th—*Benader*, *Cathartes*, *Ernest*, *Simons*, *Indraamah*, *Peiho*, *P. E. Friedrick*, *Welsh Prince*, *Asia Annam*. 31st—*Denbighshire*, *Kamo Maru*, *Kitano Maru*, *Klent*, *Nera*, *Ninghour*, *Sachsen*, *Egremont Castle*.

ARRIVALS AT HOME.

January 31st—*Caladonia*, *Liberia*, *Luton*, *Atrous*, *Manchester Castle*.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

THERAPION No. 15

THERAPION No. 16

THERAPION No. 17

THE FASCINATION OF TRAVEL.

HINTS FOR SEAGOING OUTFITS.

It is a commonplace to speak of the enormous increase in the facilities of travel in the last few decades; but perhaps we do not often realise how much the conditions have changed for our comfort in a multitude of minor details. The present writer, says a writer in the *Times*, has a record of the equipment, or part of it, with which his father considered it necessary to supply himself when sailing for India in the year 1840; and among the items in the luggage were twelve dozen shirts. It is true that he sailed immediately after his marriage, with his bride (which, perhaps, had something to do with the items of one dozen bottles of lavender water and one dozen bottles of toilet vinegar), and doubtless also the seemingly inordinate superfluity of shirts was intended as provision for future residence in the North-West Provinces. But in those days the voyage "round the Cape" normally meant approximately 100 days at sea. Adverse winds might easily add another 30 days (the present writer, being brought home from India as a child, took for a man months on the trip), so that for a man who preferred to wear a clean shirt every day, 144 shirts was by no means an extravagant supply. Even now, of course, one may well be over thirty days on board a liner without opportunity to have his linen laundered; wherefore on distant voyages no article of luggage is more nearly indispensable than the spacious sack or carry-all, stout and waterproof, in which soiled wearing apparel can be dumped heading, and which commonly proves so handy that the less methodical traveller not seldom stuffs into it, with the linen, some pairs of boots, his field-glasses, a cigar box or so, and such other unconsidered trifles as send it ashore in a preposterously plethoric and nubbly condition.

It is no longer need to buy our shirts by the gross, the undergarment problem remains the most serious in the personal equipment of a voyager to hot latitudes. According to habits a man must decide for himself how many soft shirts for the daytime and dress shirts for the evening he will need to carry him over the number of days to his destination and happily the ocean is free from dust and things soil less on board a modern ship than in any house on shore; but undergarments next the skin must be changed in hot climates both for comfort and safety. Facilities for doing laundry-work on board are now being introduced on some of the latest boats and will doubtless shortly become more common. At present there is the blessed fact that on most voyages, though no intermediate stops may be made long enough to permit of clothes being washed on shore, there will surely be opportunities of shopping; and there is much to be said for the practice of those who prefer to start from home inadequately furnished and to buy as they go. The possibility of doing this is, next to the comfort and speed of travel itself, perhaps the thing which, more than any other, differentiates the conditions of to-day from those of a generation ago.

SHOPPING EN ROUTE.

On going abroad it used to be thought necessary to take from England everything which would be needed during absence from home; and the preparation of a trousseau for a girl going out to India was a truly prodigious task. Modern commercial enterprise enables you to buy almost anything anywhere; and in the matter of clothing the things which are sold in a given country are commonly the things best suited to that locality and climate. Your London tailor will make those which you get from the native tailor so good in quality, either of material or workmanship, but they will be extraordinarily comfortable (provided you give him a comfortable model to copy) and excellently suited to their purpose. Experience has taught local tradesmen everywhere what kind of mackintosh or rubber coat is best suited to the climate and will not gape at the seams; what metal goods can be trusted to withstand the rust. The most comfortable shoes that I possess, or ever did possess, were bought ready-made (they are of white canvas with very stiff leather soles) from a cobbler in a village in the Philippine Islands. The Norwegian boot-maker makes almost ideal skiing boots; the Canadian outfit fitter has the foot-gear—half moccasin, half boot which is at once soft enough not to injure a birch-bark canoe and sufficiently hard and solid to protect the feet when "portaging" or fishing from the canoe; nor, in the Canary Islands, can you wear anything better than the shoes of undressed leather which are native to the place. I carry unashamed in London an umbrella bought (and they assured me) made in Shanghai. Have you forgotten (as Englishmen will forget) the soap? The barber on board ship will give you the choice of half-a-dozen kinds. Are you going to Barbados without blue glasses? Well, Barbados shops are as full of them as are shops in European snow-countries. A Chinese tailor, out of brown blanket and sheepskin (the wool inside) will make ridiculously cheaply a far from unprotective overcoat to be an invaluable protection against the bitter cold of the Northern plains. And commerce, is, of course, reciprocal. If you can now procure almost anything in any place, most certainly can you get almost anything in London; and there are establishments which make a speciality of outfitting for every part of the world. Nowhere can the traveller be more adequately furnished forth. But it is great comfort to know that all hitherto can, except in the extreme wilds, be made good at short notice wherever you happen to be.

CLOTHES FOR HOT AND COLD WEATHER.

The chief thing is to be sure that you have comfortable things for wearing on the ship, cool enough for hot seas and warm enough for the cold. Nothing is better than tennis or cricket clothes for the long, idle days in the tropics, with a cummerbund—or one of the modern cummerbund-waistcoats—instead of the ordinary waistcoat for the dinner-jacket suit at night. But let the dinner-jacket suit be made of the lightest material if it be black, and if the coat is white it need not matter whether it be cut Eton-jacket fashion or on the ordinary dinner-jacket lines. But let it be loose. For cold weather the problem used to be much more difficult than for the tropics; for it is only in the most modern boats that the art seems to have been perfected of giving the necessary ventilation to a ship without

keeping it also raw and chilly. But in these days of elaborate heating installations, and when promenade decks are glassed in like conservatories, there is no need on an Atlantic crossing, in one of the more luxurious boats, for any other clothing than one wears in a house in Mayfair. For which we have doubtless largely to thank the hatred of indoor cold of comfort-loving Americans.

SOME AMERICAN HABITS. In another particular Americans' habits are a plague to all the world except themselves. The controversy as to whether it is better to have a few large units of luggage or several smaller ones still rages; and great travellers draw extraordinarily diverse conclusions from the same experiences. But the standard construction of berths imposes rigid limits on the size of steamer trunks; and there is no voyage for which, for the male traveller at least, one steamer trunk, a suitcase or kit-bag, and the carry-all (with or without a hat-box) will not contain everything that is needed, besides being all that the normal steamer trunk will contain without discomfort. But more and more now steamships are providing an intermediate limbo of a "baggage-room," half-way between the immediate accessibility of the state-room and the irrevocable inferno of the hold. But a fact to be sternly borne in mind, especially by those who voyage round the world, is that luggage which will serve for every other place on earth is too often useless on American railways. Incidentally the practice of American express and transfer companies of charging by the piece, almost without regard to size, for all the luggage that they handle may make a difference of some pounds in the expense of a discursive trip about the country. But what is more serious is the wanton breakage of luggage which goes on on every American railway. A trunk may travel round the world, on all the European railways, and in the hold of every kind of vessel, it may be heaved in and out of sampans, dumped about by bullock-carts, and knocked around by coolies and carriers, and arrive at, let us say, San Francisco, as sound and serviceable as when it left London and terminus; and before it has journeyed half across the American continent be smashed and useless. Many thousands of pounds worth of European travellers' luggage is thus gratuitously destroyed every year. The American Press, and in some degree the public, treat the "baggage-smasher" as a joke, instead of being, as he is, an almost criminal survival of the barbarous days of America; one of the last points on which the United States abuse are due the monstrous, iron-bound trunks which mark the average American traveller, a nightmare to the porters of less reckless countries, and for the transportation of which the owners on Continental railways not seldom pay more than they do for their own first-class tickets. Just as the struggle goes on between projectile and armour-plate, so does the conflict between the American traveller to build luggage which will beat the baggage-smasher and of the baggage-smasher, by more and more smashing, to beat the traveller and trunk-builder.

A CONTRAST.

It seems a far cry now to the boardship conditions of to-day from those of even 50 or 35 years ago; from a diet which was chiefly Irish stew and ginger snaps and porridge to the elaborate French cookery of the many-coursed meals of the modern liner; from the dismal little deck-house of a smoke-room, lighted by one swinging, smoky oil lamp, to luxurious lounges and palm-gardens; from the dim saloon with its two long tables, and the

SMOKE
"CAPSTAN"
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CIGARETTES

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"CAPSTAN"
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The Remington Typewriter Factory is working all day and all night, and is Six Thousand Machines behind in its order.

The extensive enlargements to this factory, recently completed, have already proved inadequate to supply the rapidly increasing demand for the Visible Remington Models, and contracts have just been let for another and even vaster addition to the works.

For 10 months of 1911 our business has been larger than for the whole 12 months of any year since the beginning.

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N.B.—Please write and return of post will bring you free of charge an illustrated booklet, "Teach Method Typewriter Instructor," invaluable to all using a Typewriting Machine. [43-2]

glass and crockery in racks overhead along the sides, to the beautifully appointed restaurants, with tables to suit all parties, gay with flowers, and orchestras and perfect service. One no longer has to consider whether, in selecting a state-room, he prefers the reek of the engines or the effluvia of the galley; while the mere size of the ships, with huge keels and turbine engines, is doing all that it can to abolish the inducements to sea-sickness. Few people took sea voyages in the early steamships for the pleasure of the voyage, any more than people go to Ireland now for pleasure of the crossing. The discomfort and dangers of the sea trip had to be faced as unpleasant but necessary preliminaries to the getting to the other side. The sumptuous cruises on which the most tubberly of land-folk go now without missing for mere joy of the board-ship life are an invention of the present day; and surely there is no other life more pleasant, when seas are blue and warm, with the long, lazy forenoon, the cricket (if she be a British boat), the bridge, and all the other games. State-rooms will insist on getting close and hot certainly; wherefore the traveller should be sure that he has an electric fan, even in ships of those companies which are still niggardly enough to make an extra charge for the luxury. Curse them, if you will; but have the fan. And there is the perpetual delight of sleeping on deck, with no bed-cover but a blanket round your waist; and if you are roused at strange hours of the morning by the men who swab the decks, you only move to a deck chair beside a table already laid with tea and fruit. And never, surely, anywhere in the world does a cigarette taste sweeter than after tea on deck, when the day is not yet growing hot and the mists of dawn are still grey upon the sea. But any kind of sea-life is good in warm, fine weather. To India or the Further East, to South Africa or Australia, to the West Indies, the Azores, or Canary Islands, it matters not where one goes, what port is waiting at the other end, and existence on the well-appointed modern ship is in itself a joy.

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For functional troubles, delay, pain and those irregularities peculiar to the sex.
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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"HIMALAYA"
Arrived Hongkong on 30th January, 1913,
FROM BOMBAY, COLOMBO AND
SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Marmora."
From Persian Gulf, ex s.s. B. I. S. N.
and B. P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 30th January, 1913. [1]

SWEDISH EAST ASIATIC CO. LTD.

GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"YEDDO"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Feb. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Feb. at 9.30 A.M.

All Claims must reach us before the 15th Feb., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co.,
Agents.
Hongkong, 3rd February, 1913. [40]

NORDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 9.30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 3rd February, 1913. [41]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ROTTERDAM, HULL, LONDON, COLOMBO AND SINGAPORE

THE Steamship

"GLENLOGAN,"
Captain McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 10th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 3rd February, 1913. [265]

NOW ON SALE.

MAIL TABLES

FOR 1913.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mail.

Mounted on Card ... 30 Cents.
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Hongkong, 10th January, 1913.

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PROPOSED SAILINGS.

FROM HONGKONG: 15th Feb. "TYNERIC" ... 2nd Mar.
FROM COLOMBO: ...

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED.
MANAGING AGENTS.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

STEAMER	TONS	COMFORT.	FROM HONGKONG calling at
MONGOLIA	27,000 tons, twin screws		SHANGHAI, NAGASAKI,
MANCHURIA	27,000 tons, twin screws		Kobe (via Inland Sea),
KOREA	18,000 tons, twin screws	SAFETY.	YOKOHAMA and HON-
SIBERIA	18,000 tons, twin screws		LULU (the Paradise of the
NILE	11,000 tons	SPEED.	Pacific) through Service via
CHINA	10,200 tons		NEW YORK to Europe.
PERIA	9,000 tons		

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CHINA	10,200	TUESDAY, 25th Feb., at 3 P.M.
MANCHURIA	27,000	TUESDAY, 4th Mar., at 1 P.M.
NILE	11,000	TUESDAY, 18th Mar., at 3 P.M.
MONGOLIA	27,000	TUESDAY, 25th Mar., at 1 P.M.
PERIA	9,000	TUESDAY, 15th April, at 3 P.M.
KOREA	18,000	TUESDAY, 22nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY, 6th May, at 1 P.M.

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama, Free of Charge.

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25th Feb. CHINA	27th Feb.	21st Feb. MANCHURIA	23rd Feb.
18th Mar. NILE	20th Mar.	8th Mar. NILE	10th Mar.
15th Apr. PERIA	17th Apr.	16th Mar. MONGOLIA	18th Mar.
13th May CHINA	15th May.	5th Apr. PERIA	7th Apr.
3rd June NILE	5th June.	13th Apr. KOREA	15th Apr.

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 5TH FEBRUARY, 1913.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

THURSDAY, 6TH FEBRUARY, 1913.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 9TH FEBRUARY, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)
MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th Feb., at 5 P.M.
S.S. "AFRICA," 8,840 tons, will leave as above on 13th Mar., at 5 P.M.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £35 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 1st Mar., at 11 P.M.
Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE, VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUVA AND PORT SAID.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 10th Feb.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 3rd March.
TO YOKOHAMA, KOBE VIA SHANGHAI.
S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.
Superior accommodation for Saloon Class Passengers.
ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to
SANDER, WHILER & Co., Agents,
Hongkong, 30th January, 1913. Prince's Building.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS Tons DATE OF SAILING.

For Freight and Further Particulars, apply to
TELEPHONE No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO

SAN FRANCISCO

**SCENIC ROUTE**

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. CHYO MARU ... 22,000 tons.

S.S. SHINYO MARU ... 22,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. line connects at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

C. LAOY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS...	JAVA	First half of February.	SHANGHAI	First half of February.
TJILATJAP.	JAVA	First half of February.	JAPAN	First half of February.
TJILIWONG	—	First half of February.	JAVA	First half of February.
TJIMAH	JAPAN	First half of February.	JAVA	First half of February.
TJIMANOER	JAVA	First half of February.	JAPAN	First half of February.
TJIPANAS...	JAVA	Second half of February.	SHANGHAI	Second half of February.
TJIKINI...	JAVA	Second half of February.	JAPAN	Second half of February.
TJITABOEM	JAVA	First half of March.	JAPAN	First half of March.

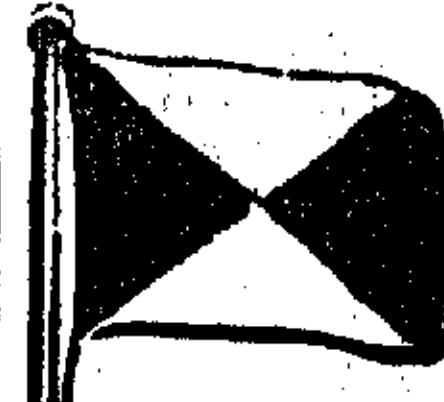
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 31st January, 1913.

Telephone No. 375.

**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	McMurray	Manila, Mangarin, Hoile and Cebu	On 5th Feb., 4 P.M.
RUBI ...	4000	J. Miller	Manila, Mangarin, Hoile and Cebu	On 15th Feb., 4 P.M.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.
Hongkong, 28th January, 1913. PHILIPPINES S.S. Co.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "THONGWA," 6,288 tons, Capt. Fyfe, will be despatched to SHANGHAI, KOBE and MOJI on 15th Feb.
S.S. "TORILLA," 4,600 tons, Capt. Swansen, will be despatched to KOBE & MOJI (YOKOHAMA if sufficient inducement offers) on 21st Feb.

WESTWARD.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 12th Feb.
S.S. "JELUNGA," 5,206 tons, Capt. D. Macfadyen, will be despatched as above on 17th Feb.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 4th January, 1913.

Agents.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ...	"BREMEN," Capt. B. WILHELM, 20,800		{ Wednesday, 19th Feb., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA ...	"DERFFLINGER," Capt. T. PROSCH, 17,000		About Friday, 7th Feb.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"PRINZ SIGISMUND," Capt. D. LENZ, 6,000		Saturday, 22nd Feb., at 9 A.M.
KOBE and YOKOHAMA ...	"PRINZ WALDEMAR," Capt. H. BERMER, 6,000		About Tuesday, 4th Mar.
KUDAT and SANDAKAN ...	"BORNEO," Capt. F. SAMMILL, 5,000		End of Feb.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,**MELOHRS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA

Hongkong, 5th February, 1913.

PASSENGER SEASON 1913.**NORDDEUTSCHER LLOYD. BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.**

STEAMSHIP	DISPLACEMENT.	ON FEBRUARY 19TH.
"BREMEN" ...	21,000	"
"DERFFLINGER" ...	17,250	" ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH" ...	16,000	" ON MARCH 19TH.
"BUELOW" ...	17,250	" ON APRIL 1ST.
"PRINCESS ALICE" ...	20,300	" ON APRIL 16TH.
"LUETZOW" ...	17,300	" ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS. (System Telefunken.)

All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELOHRS & Co., GENERAL AGENTS.

Hongkong, 17th December, 1912.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED!

FOREIGN MONIES exchanged.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.

SHIPPING

ARRIVALS.

ALTMARK, German str., 2,716, H. Lucning, 4th February—Shanghai 1st February; General—Hamburg—America Linie.
 HAINEN, British str., 615, J. W. Evans, 4th February—Swatow 3rd February; General—Douglas, Lapraik & Co.
 YEONGWAI, German str., 1,116, E. Kohler, 4th February—Bangkok 3rd January, Rice and General—Melchers & Co.
 KIRIN MARU, Japanese str., 3,801, M. Deguchi, 4th February—Singapore 25th January, General—Nippon Yusen Kaisha.
 LOONGSANG, British str., 1,093, W. G. G. Leask, 4th February—Manila 1st February; General—Jardine, Matheson & Co.
 PHREMPENT, British str., 1,005, J. H. Scott, 4th February—Saigon 29th January, Rice and General—Chinese.
 SCUDA, British str., 2,987, C. E. Irving, 4th February—Yokohama 31st January; General—P. & O. S. N. Co.
 TEVER, British str., W. Yarwood, 4th February—Liverpool 5th January; General—Butterfield & Swire.
 YATSIUNG, British str., 1,431, R. Y. Anderson, 3rd February—Singapore 24th January; General—Jensen & Co.
 YENDO, Swedish str., 2,168, C. H. Anderson, 3rd February—Singapore 27th January; General—A. Nielsen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 February 4th.

ALTMARK, German str., for Singapore.
 SCUDA, British str., for London.
 TEVER, British str., for Yokohama.
 YATSIUNG, British str., for Canton.

DEPARTURES.

February 4th.

CHANGSHA, British str., for Manila.
 GOEBEN, German str., for Bremen.
 HITACHI MARU, Jap. str., for Yokohama.
 KIRIN MARU, Japanese str., for Yama.
 KOREA, American str., for Shanghai.
 KWANLOE, Chinese str., for Canton.
 LAOSADON, British str., for Singapore.
 LUCHOW, British str., for Saigon.
 MARIE, German str., for Saigon.
 PRINZ SIGISMUND, Ger. str., for Japan.
 KAWACHI MARU, Japanese str., for S'pore.
 YEDDO, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Luening* reports: Moderate monsoon and fine weather.
 The British str. *Phaenoph* reports: Strong monsoon and high sea.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Siberia*, carrying the American mail, left Yokohama for this port via Manila on the 29th January, between 10 a.m. and noon.
 The P.M. str. *China* left San Francisco on the 17th January, for Hongkong via Honolulu, Japan ports and Manila.
 The P.M. S.S. Co. str. *Manchuria* left San Francisco for this port via Honolulu, the usual Japan Ports and Manila on Thursday, the 23rd inst.
 The T.K.K. str. *Chigo Maru* leaves San Francisco for Hongkong via usual ports of call and Manila on the 1st February, and may be expected here on the 4th March.

THE AUSTRALIAN MAIL.

The E. & A. str. *Admham* from Sydney, etc., will arrive at Manila on the 6th February.
 The E. & A. str. *Empire*, from Sydney, etc., left Port Darwin on the 2nd February for this port (via Timor and Manila).

THE CANADIAN MAIL.

The C.P.C. str. *Monteagle* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 27th January, a.m.

THE GERMAN MAIL.

The L.G.M. str. *Derfflinger*, carrying the German mails with dates from Berlin of the 8th January, left Colombo on the 26th January, and may be expected here on or about 6th February.

MERCANTILE STEAMERS.

The Mogul Line str. *Athol* left Singapore for Hongkong on the 1st February, and is due here on or about 8th February.
 The R.V.P. str. *Yaroslav* left Colombo on the 28th January, and is expected to arrive in Hongkong on the 11th February.
 The T.K.K. str. *Bayo Maru* left Manila for Hongkong on the 23rd January, and is due in Hongkong on the 20th March.
 The str. *Glenfarg* passed the Suez Canal on the 24th January, for Hongkong via Straits.
 The Mogul Line str. *Ghaza* left United Kingdom on the 26th January, for the Far East via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Namsang, from Singapore, is due in Hongkong 5th February.
Laisang, from Moji, is due in Hongkong 8th February.
Kuangsang, from Shanghai, is due in Hongkong 8th February.
Foohsing, from Guaymas, is due in Hongkong 5th February.

SHIRE LINE, LIMITED.

Den of Crombie, from London, is due in Hongkong 8th February.
Quilua, from Rangoon, is due in Hongkong 12 February.

British India Steam Navigation Co., Ltd.
Quilua, from Rangoon, is due in Hongkong 12th February.
Fultala, from Moji, is due in Hongkong 5th February.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	SECTIONS.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA...	Brit. str.	—	C. E. Irving, R.N.E.	F. & O. S. N. Co.	To-day, at 10 a.m.	
LONDON & ANTWERP...	PENROCKSHIRE...	Brit. str.	—	H. G. Evans R.N.E.	JARDINE, MATHESON & Co., Ltd.	About 6th inst.	
LONDON, via Usual Ports of Call	HIMALAYA...	Brit. str.	—	Lucning	P. & O. S. N. Co.	On 15th inst., at Noon.	
HAYRE, BREMEN & HAMBURG, &c.	ALTMARK...	Ger. str.	k. w.	Girardot...	HAMBURG-AMERICA LINIE	To-day.	
HAYRE, ROTTERDAM, BREMEN & HAMBURG, &c.	BREITENBURG...	Ger. str.	k. w.	Frederick...	HAMBURG-AMERICA LINIE	On 8th Mar.	
HAYRE, BREMEN & HAMBURG, &c.	O. J. D. A. HILLES...	Ger. str.	k. w.	Diedrichsen...	HAMBURG-AMERICA LINIE	On 10th inst.	
MARSEILLES, BREMEN, HAMBURG & ANTWERP, &c.	KIGA MARU...	Jap. str.	—	G. Tabusa...	NIPPON YUSEN KAISHA	On 12th inst., at D'light.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BRIGAVIA...	Ger. str.	k. w.	Rassau...	HAMBURG-AMERICA LINIE	On 15th Mar.	
MARSEILLES, BREMEN & HAMBURG, &c.	MEXICO MARU...	Jap. str.	—	N. Kobayashi...	OSAKA SHOSSEN KAISHA	To-day, at 2 p.m.	
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	INABA MARU...	Jap. str.	—	S. Tomimaga...	NIPPON YUSEN KAISHA	On 11th inst., at Noon.	
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	CHICAGO MARU...	Jap. str.	—	I. Goto...	OSAKA SHOSSEN KAISHA	On 23rd inst., at 2 p.m.	
NAIYAS, GENOA, ALGERIE, GIBRALTAR, STON, MANILA	BRESEN...	Ger. str.	—	B. Wilhelm...	MELCHERS & Co.	On 19th inst., at 10 a.m.	
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	VORWAERTS...	Aus. str.	—	...	SANDER, WIELE & Co.	About 10th inst.	
NEW YORK VIA SUEZ CANAL	BOHEMIA...	Aus. str.	—	...	SANDER, WIELE & Co.	On 13th inst., at 5 p.m.	
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	INDRADEO...	Brit. str.	—	Charters...	JARDINE, MATHESON & Co., Ltd.	On 15th inst.	
YANCOUVER VIA SHANGHAI, JAPAN, &c.	IMPRESS OF JAPAN...	Brit. str.	2 m.	W. Davison...	SHAWAN, TOMES & Co.	About 26th inst.	
YANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE...	Brit. str.	2 m.	Kotite...	CANADIAN PACIFIC R. Co.	On 8th inst., at 7 a.m.	
YANCOUVER (B.C.) & PORTLAND (Or.)	STIKILLA...	Ger. str.	k. w.	H. S. Smith...	CANADIAN PACIFIC R. Co.	On 8th Mar., at 7 a.m.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHIMO MARU...	Jap. str.	—	...	TOYO KAISEN KAISHA	On 11th inst., at Noon.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SIBERIA...	Am. str.	—	...	PACIFIC MAIL S.S. Co.	On 18th inst., at 1 p.m.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA...	Am. str.	—	...	PACIFIC MAIL S.S. Co.	On 25th inst., at 3 p.m.	
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU...	Jap. str.	—	M. Yagi...	NIPPON YUSEN KAISHA	On 12th inst., at Noon.	
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND...	Ger. str.	—	D. Lent...	MELCHERS & Co.	On 22nd inst., at 9 a.m.	
AMERICAN PORTS VIA MANILA	EMPIRE...	Brit. str.	—	Tulloch...	GIBB, LIVINGSTON & Co.	On 1st inst., at 11 a.m.	
AMERICAN PORTS VIA MANILA	DUNDEE...	Brit. str.	—	...	THE HAWAIIAN LINE LIMITED	End of Feb.	
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	BUYO MARU...	Jap. str.	—	R. Y. Anderson...	JARDINE, MATHESON & Co., Ltd.	On 23rd Apr., at Noon.	
YOKOHAMA, KOBE & MOJI	YATSHING...	Brit. str.	—	Cole...	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at D'light.	
YOKOHAMA, KOBE & MOJI	QUILUA...	Aus. str.	—	...	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.	
YOKOHAMA, KOBE & MOJI	YOKOHAMA MARU...	Jap. str.	—	Soyeda...	NIPPON YUSEN KAISHA	About 2nd Mar.	
YOKOHAMA, KOBE & MOJI	TORIKAI MARU...	Jap. str.	—	C. J. Swanson...	DAVID SABROON & Co., Ltd.	On 21st inst.	
YOKOHAMA, KOBE & MOJI	PRINZ WALDEMAR...	Ger. str.	—	H. Bremer...	MELCHERS & Co.	About 4th Mar.	
YOKOHAMA, KOBE & MOJI	KUMANO MARU...	Jap. str.	—	M. Winkler...	NIPPON YUSEN KAISHA	On 12th inst., at Noon.	
NAGASAKI, KOBE & YOKOHAMA	TILLAPAP...	Dut. str.	—	...	JAVA-CHINA JAPAN LIJN	Quick despatch.	
JAPAN	LOONGSANG...	Brit. str.	—	...	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.	
SHANGHAI & DALY	DERFFLINGER...	Ger. str.	—	F. Prosch...	MELCHERS & Co.	About 7th inst.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	NAMUR...	Brit. str.	—	A. Collyer...	P. & O. S. N. Co.	About 9th inst.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMUR...	Brit. str.	—	G. M. E. Lake...	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon.	
SHANGHAI, KOBE & MOJI	NAMUR...	Brit. str.	—	Lancolin...	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 6 p.m.	
SHANGHAI, KOBE & YOKOHAMA	PAUL LEOAT...	Fre. str.	—	...	JARDINE, MATHESON & Co., Ltd.	About 10th inst.	
SHANGHAI, KOBE & YOKOHAMA	DEN OF CROMBIE...	Brit. str.	—	...	HAMBURG-AMERICA LINIE	On 11th inst.	
SHANGHAI, KOBE & YOKOHAMA	O. J. D. A. HILLES...	Ger. str.	k. w.	Frederick...	NIPPON YUSEN KAISHA	On 12th inst.	
SHANGHAI, KOBE & YOKOHAMA	WAKASA MARU...	Jap. str.	—	N. Nielsen...	P. & O. S. N. Co.	About 13th inst.	
SHANGHAI, KOBE & YOKOHAMA	DEVANIA...	Brit. str.	—	Fysh...	DAVID SABROON & Co., Ltd.	On 15th inst.	
SHANGHAI, KOBE & MOJI	AFRICA...	Aus. str.	—	...	SANDER, WIELE & Co.	On 1st Mar., at D'light.	
SHANGHAI	AFRICA...	Aus. str.	—	...	JAVA-CHINA JAPAN LIJN	Quick despatch.	
SHANGHAI	AFRICA...	Aus. str.	—	...	OSAKA SHOSSEN KAISHA	To-day, at 8 a.m.	
ANING & TAKAO VIA SWATOW & AMOY	ROSHU MARU...	Jap. str.	—	K. Tashira...	OSAKA SHOSSEN KAISHA	On 9th inst., at 10 a.m.	
AMOI & SWATOW & AMOY	DAIGI MURU...	Jap. str.	—	Y. Somemoto...	OSAKA SHOSSEN KAISHA	On 12th inst., at 10 a.m.	
FOOCHOW & SWATOW & AMOY	KAIJO MARU...	Jap. str.	—	Y. Yamamoto...	OSAKA SHOSSEN KAISHA	To-day, at 8 a.m.	
AMOI & FOOCHOW	HAIYANG...	Brit. str.	2 h.	A. E. Hodgins...	DOUGLAS LAFRAIT & Co.	On 9th inst., at D'light.	
AMOI & FOOCHOW	HAIONING...	Brit. str.	2 h.	W. C. Fasmore...	DOUGLAS LAFRAIT & Co.	On 9th inst., at D'light.	
AMOI, NINGPO & SHANGHAI	KALANG...	Brit. str.	1 m.	J. S. Bosc...	DOUGLAS LAFRAIT & Co.	On 11th inst., at 10 a.m.	
SWATOW, AMOI & FOOCHOW	HAITAN...	Brit. str.	2 h.	Siford...	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
MANILA, CEBU & ILOILO	KAIFONG...	Brit. str.	1 m.	P. S. McMurray...	SHAWAN, TOMES & Co.	To-day, at 4 p.m.	
MANILA, MANGARIN, ILOILO & CEBU	ZAPERO...	Am. str.	—	Leak...	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 2 p.m.	
MANILA	LOONGSANG...	Brit. str.	—	P. H. Rolfe...	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 2 p.m.	
MANILA	FUENSANG...	Am. str.	—	Miller...	SHAWAN, TOMES & Co.	On 15th inst., at 4 p.m.	
MANILA	FUENSANG...	Am. str.	—	...	JAVA-CHINA JAPAN LIJN	Quick despatch.	
BATAVIA, CHERIBON, SAMARANG, &c.	TILLWONG...	Dut. str.	—	...	NIPPON YUSEN KAISHA	On 17th inst.	
BOMBAY VIA SINGAPORE & COLOMBO	SANUKI MARU...	Jap. str.	—	Richards...	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon.	
SINGAPORE, PENANG & CALCUTTA	FOOKSANG...	Brit. str.	—	T. A. Mitchell...	JARDINE, MATHESON & Co., Ltd.	On 17th inst.	
SINGAPORE, PENANG, RANGOON & CALCUTTA	FOOKSANG...	Brit. str.	—	H. W. Tallent...	NIPPON YUSEN KAISHA	On 8th inst.	
SINGAPORE, PENANG, RANGOON & CALCUTTA	TOSA MARU...	Jap. str.	—	R. F. Thomson...	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at D'light.	
SINGAPORE, PENANG, RANGOON & CALCUTTA	FUTALTA...	Brit. str.	—	F. Sembl...	DAVID SABROON & Co., Ltd.	On 12th inst.	
SINGAPORE, PENANG & CALCUTTA	ABRATON APCAR...	Ger. str.	—	Malins...	MELCHERS & Co.	End of February.	
KUDAT & BANDARAN	PORENO...	Ger. str.	—	Malins...	MELCHERS & Co.	On 8th inst., at 10 a.m.	
HOIHOW & HAIPHONG	SUNGKIANG...	Brit. str.	1 m.	Malins...	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at D'light.	
CHINWANTAO	ONSANG...	Brit. str.	—	Malins...	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 9 a.m.	
KWANG CHOW WANG & HAIPHONG	SI-KIANG...	Fre. str.	—	E. de Catalano...	MELCHERS & Co.	On 12th inst., at 9 a.m.	

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES

For SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"PAUL LEOAT"

Captain Lunceol, will be despatched for the above Ports on MONDAY, the 10th Feb., at or about 6 p.m.

For Freight or Passage, apply to F. THOMAS, Agent.

Hongkong, 30th January, 1913.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CHYLOU, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"HIMALAYA"

Captain H. G. Evans, R.N.E., carrying His Majesty's Mails, will be despatched from this for BOMBAY via ADEN, on SATURDAY, 15th February, 1913, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co's s.s. "Mona".

11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Only 800 and Valuable Cargo for France and London will be received for shipment by this Vessel and will be transhipped at Colombo into the Mail Steamer proceeding via Bombay direct to Marseilles and London.

Silk and Valuable Cargo for Bombay will be transhipped to the "Mona", at Colombo; other Cargo for Bombay will be conveyed via Aden in the s.s. "Himalaya".

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 3rd February, 1913.

THE "INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL (With Liberty to Call at the Malabar Coast)

THE Steamship

"INDRAWADI"

Captain Chatterjee, will be despatched as above on SATURDAY, 15th February.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 29th January, 1913.

HONGKONG-BOSTON & NEW YORK

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